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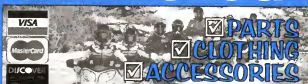
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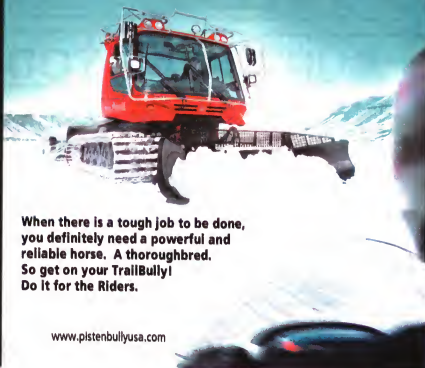
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ARE WE PROUD... YOU BET WE ARE

By Jim Duke

For the past twenty-five years, the International Snowmobile Hall of Fame has amassed the crème of the crop where those who have made a significant contribution, or contributions, to the snowmobiling community, and have gone above and beyond what most would consider "just a normal Joe". As proud as I am to have been inducted into this prestigious group, I am even more proud to welcome Mr. Lyle Shipe who is scheduled to be inducted into the Class of 2014 on September 13th of this year. Long overdue and well deserved, Lyle, in his own rite, has contributed much more to the snowmobiling community than most folks realize, and although he usually prefers to work behind the scenes and out of the spotlight, it will be almost impossible for him to avoid it as honors are bestowed upon him at the 2014 induction ceremonies. Mr. Shipe is known in and around Michigan for his long run with the Michigan Snowmobiler magazine, but little is known about his private life, before he came to be owner of the most popular snowmobiling magazine in and around the Great Lakes states, so for those who may

not be familiar with the person or his works, let me enlighten you!

Lyle Shipe was born and raised in Detroit, in a time which he says was booming. As he grew into a young man, he answered the call of Uncle Sam and served during the Korean War, being discharged just prior to the end of the conflict in 1952. As a veteran, he applied to and was accepted to the Detroit Police Department where he served in a number of positions, ranging from scout cars to walking a beat in uniform to plain clothes duties working vice & other detective type duties. When changes began to occur within the department contrary to his, and many of his fellow officers, likings, he turned in his shield and moved north... the year was 1965. Lyle bought a 100 acre farm in East Jordan, Michigan and tried his hand at raising cows for awhile, and held a number of other odd jobs in the process. After a period of about seven years, he invested in a lot on Lake Charlevoix, eventually built a chalet, sold the farm and moved. He and Nancy lived in the chalet for around another seven years before Lyle purchased four acres in East Jordan, set deeper roots, and built a homestead where

they still reside today.

In 1967, while Lyle's wife Nancy was working for a publishing company, she and Marshall Sayles entered into an agreement to work on a snowmobiling oriented magazine, and the Michigan Snowmobiler came into being. After just one issue, Lyle signed on as an employee and traveled all over the state selling classified ads, city to city. Even though predictions that the magazine would never amount to much



Nancy and Lyle Shipe
Past President and Publisher/Editor

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PUBLISHER/PRESIDENT/LAYOUT/DESIGN.....Patti Tison
EDITOR/ADVERTISING MANAGER.....Bill Tison
ADVERTISING.....Lyle Shipe
VICE PRESIDENT.....Nancy Shipe
WEBMASTER.....Dennis Shipe
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and would eventually fail, Lyle & Nancy seized the opportunity to take over the business and set about increasing circulation. Lyle became Publisher & Editor while Nancy held the title of President. The success of the Michigan Snowmobiler magazine today speaks for itself, and enjoys the reputation of not only being the first of its kind in those early years, but today is one of the largest, oldest and best selling magazines devoted to snowmobiling and related activities in the state. A family run business, Lyle & Nancy eventually passed the torch to Daughter Patti and her husband Bill, but retain a small niche in the business. Patti is President & CEO now, but Nancy is still Vice President. Bill has assumed the duties of Editor and Advertising Manager, but Lyle keeps his hand in the Advertising, even though he says he no longer does much in the gathering of ads like he used to. He does still go to the shop and proof

reads every issue prior to it going to print, and he says he plans to continue this practice as long as his health will let him, and at a spry 84 years young, the end is still a long way off.

Being an outdoors type of person, Lyle became more interested in snowmobiling and the recreational opportunities it offered, so he joined the East Jordan Snowmobile Club some 40 plus years ago, and is still a member to this day. He still exercises in one manner or another, and claims his favorite is walking. He walks two miles every day rain or shine, year round although he says he does his winter walking indoors, at the local Glen's market where he knows how many aisles he needs to cover for the distance. Lyle continues to be a driving force in the snowmobiling community, partly due to his ability to meet and greet people, and engage them in conversation. A habit he says he can't help himself, he just likes talking with folks, whether he knows



Lyle and Nancy were the Grand Marshalls at the East Jordan Sno-Blast. Another well deserved honor.



A gathering of celebrities from the sports world, radio, TV, and Snowmobile Publications received special awards as part of the dinner festivities. (l-r Standing): Mickey Stanley, Bill Freehan of the Detroit Tigers, Tony Dungy of the Pittsburg Steelers, Bob LeMieux, Mark Fydrich from the Detroit Tigers and Pegg Carroll, Kneeling is Paul Hertzberg, LYLE SHIPE, Jack McCarty, Dave Mehney and Jim Northrup from the Detroit Tigers. (1979)

them or not, and he does this well during his walks.

Lyle says he's a snowbird of sorts, even though he still spends the majority of the winters in East Jordan before heading to the warmer climate in his favorite western town of Las Vegas. Laughingly, he told me that he has spent so many extended vacations there that he now knows more folks there than he does in Michigan, although our great state will always be home. He continues his rigid exercise routine there as well, and increased his two mile walks to twice a day. Not sure if this is due to the weather out there, or just his desire to meet more people. He claims Las Vegas is an ideal place for people watching, and most are willing to take a few minutes to chat with strangers.

Lyle and Nancy have three children, Dave and his wife Robin, Patti and Bill Tison and Dennis and his wife Ayn. They

have 3 grand kids, Bill Tison Jr, and his wife Chelsea, Shane Tison and his wife Rachael and Brian Shipe. Lyle also has two great grand kids, Natalee and Waylon Tison.

So.... this is but a small glimpse into the life of Lyle Shipe, and there are plenty of stories that could be told about this man, which I promised I wouldn't do here, but as a long time

acquaintance, I developed a strong friendship with Lyle some 30 years ago and have treasured it through both good & bad. As I stated early on, his nomination and selection for induction into the International Snowmobile Hall of Fame is well deserved and long overdue. Congratulations to a great man.... Are we proud? You bet we are!



Bill & Patti Tison and Nancy & Lyle Shipe, at the Snowmobiler Magazine.

Sault Ste. Marie Snowmobile Association Holds Summer Cook Out

By Stephen King

As I am writing this, it's the middle of August. The dog days of summer. Those hot August nights. Temperatures at about their highest. However, in the middle of all of this heat, some of us are already thinking winter. Which is why members of the Sault Ste. Marie Snowmobile Association always hold their annual summer picnic around the first week of August.

For many years now, there has been this vicious rumor that all you have to do is mention a free meal, and I will show up. Well... Actually, when I got an e-mail invite from SSMASA President Martin Cottle, and he mentioned cook out. With burgers and corn on the cob and baked beans and desserts... Then, it was at their groomer barn, didn't take me very long to confirm that I would be there. Not a thing about

the food. Just a good, conscientious reporter going to do a story. Yeah, right. The burgers and corn had nothing to do with it.

One thing different in recent years is that this event, which has been held for quite a few years now (nobody seemed to remember exactly how long) has moved. About the location, Martin, who as well as being President, is also the Secretary of the EUP Snowmobile Council, stated, "We used to have this at Sherman Park, where

we would rent the pavilion. But, they raised the fee to use it. And, at about the same time, we built our groomer barn. So, now we have it here. We don't have the nice view and beach, but our group never really was a beach group anyway. Most of us never used it. He continued, now, we have it here every year. The Association provides most of the food. We cook up the burgers and hot dogs, and the corn right here on the grill.

The members bring in the salads and the desserts. Over the years, this event has averaged about 30-40 people who attend. With about that number there this year. Of those, most were club members or family. But, there were a couple notable guests. They included Stu Volkers, who is the current President of the



Martin Cottle served up the corn at the cook out.

Eastern Snowmobile Council, as well as being the current President of the Les Cheneaux Snowmobile Club. Then, also from the Les Cheneaux club, there was Mary Ann Noah, the club's Secretary, who is also the current Secretary of the MSA. Both were there not only to enjoy the generosity and camaraderie offered by the Soo club, but were also there to discuss matters currently related to snowmobiling in this area.

Those matters included discussion noting the Soo club currently grooms about 99 miles of trails. For equipment, they have three Tucker groomers and one Cat. Plus a variety of drags. From the discussion, things seem to be going pretty good. Another issue talked about, due

to the fact that Cottle and Volkers both serve on the EUP Snowmobile Council, was the fact that their group is currently in the process of taking ads for their next map. Volkers noted, it is through the sale of these maps that we raise most of our funds. They then donate these funds to snowmobile related causes, including the donation of \$1,500 each to Chippewa, Mackinac, and Luce Counties, and another \$1,000 each to Schoolcraft and Alger, which goes towards each County's Sheriff's Department for use in their snowmobile law enforcement duties. Then, we also discussed a bit of a problem over by Cranberry Lake, just west of Detour. Last year, there

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was a bit of a problem with a bridge. But, the real problem was that without this bridge, there would be almost no way to get to Drummond via the Trails. Not a good thing. Stu and his club and the DNR got that solved. And, Stu noted they are working on permanent fix.

Also, it would not have been a true snowmobile event without sleds. To that end, Cottle arranged to have Chippewa Motors, bring a Polaris and a Yamaha and All Star Marine & Power Sports bring in two of their Arctic Cats. However, Cottle, who rides a Ski Doo, sadly noted, "We no longer have a Ski Doo dealer in the Soo."

Now, despite the fact that I had to endure burgers, corn on the cob, and even baked beans, the event was a success. Everyone there seemed to be having a good time. Which is what the annual cook out is always about.

See, this event is not so much about accomplishing something as it is about just having lovers of snowmobiling come together in the off

season and remember rides and seasons past and dream about seasons to come.

About the event, Martin Cottle stated, It's only 117 days to the official opening of snowmobile season) To that, Stu Volkers replied, "No. Today is the official opening of snowmobile season. The annual Association cook out is

always the official start of snowmobile season in this area.

RIGHT: Three of the clubs hard workers, Stu Volker, Mary Noah, and Martin Cottle.



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Our Mackinac Island Trip

by Bill Tison

Here at the Michigan Snowmobiler Magazine we print our last issue in February. After the February issue hits the news stands; we get some time off to ride. Every year we try to plan a trip some where but this year we couldn't stray far because my youngest son and his wife were expecting a little boy at any time. So we had to stay close to home and office which is in East Jordan. We are about 50 miles from the bridge (the big Mac) so we thought we could do a day trip to St. Ignace unload and jump on the ice to Mackinac Island. This year the winter of 2013-2014 was a perfect year to do this trip because my wife absolutely hates to ride on the ice but with the temps we had this winter there was plenty of ice and with an airplane

that was first to land on the ice the day before she felt pretty safe. So on February 17th I called the St. Ignace chamber of commerce and talked to a very nice lady who did not want me to mention her name. I told her that I would make her famous by mentioning her name in this story and then I could almost see her face turn red over the phone. She gave me directions to the trail head and where to get on the ice to make our trip to the beautiful Mackinac Island. I have been to the island several times but always in the summer time. My wife and I have talked about this trip for years and like I said we are about 50 miles away so on February 18th around 9:00 am on a Tuesday we left the house. It took a little longer than usual because we received about 4in of fresh snow



The brige behind Bill, after we got on the Island safely. Such breath taking views.

the night before. When we got to St. Ignace we found the parking lot that the lady from the chamber had told us about and pulled in to start to unload. There were a few trailers there already and two differ-

ent couples unloading also. We talked to both couples and found out this was there first trip to the island also. The one lady was very excited to be going. They were from Alpena, she said they had tried a couple

of times to go but the conditions would not let them cross to the island. The trail to the island was right across the street from the parking lot. Once we got

Continued on page 10



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The Village Inn is where we had lunch and met Jody Chambers, a wonderful waitress.

unloaded and put on our snow suits and helmets. Off we went. Once on the ice the trails were marked with Christmas trees that both cities had donated. The trail we took was the long one it was about 5 miles and

took us to the south side of the island which took us close to down town. We found out later that the trail we took was not as safe as the other trail, it is closer to the shipping lanes and currents. The one that goes to the

west is about 3 miles long and comes in on the west side of the island about in the middle of the island. When we made it to the island it was about noon so we cruised town a couple times and found a place to eat then we had to find a place to park just like any other town you parallel park, on one side of the street only. We found great spots right across from the Village Inn. I have been there in the summer and it was standing room only but today there were about a dozen sleds out side and probable 20 people inside, some locals, a couple construction workers, but mostly snowmobilers. The Village Inn has a long history on the island, the site started



Main street in the winter time. Totally different from the busy summer streets.

out as a church that was moved from Mackinac City over the ice in 1780. The church was tore down and then the Inn was built. Our waitress Jody Chambers, has been a resident of the island for over 30 years. We talked about different things on the island such as how kids get to school she said the kids have to walk 5 or 10 minutes or ride snowmobiles, or bikes when the snow is gone. We talked about the trails on the island. I'm not sure how many miles of trails there is, but you can ride just about anywhere you want accept the X country ski areas, which is marked off. But other than that you can ride

any city streets. There is a speed limit of 25 miles per. Jody also mentioned that her husband did a lot of the grooming for sleds and X country skiers. We ate our food that was great then we left to see the island in a very different way from what you see in the summer. If you have never been to the



Mark Chambers and Matt Myers taking a break from grooming the trails on the Island. So glad we were able to meet these guys.

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Schools in session. The parking lot of the school, full of snowmobiles, how most kids and teachers get to school each day.

island there is only a couple of ways to get around in the summer you can rent a bike or go on a carriage ride or walk, no motorized vehicles, most of which you don't really get to see the island. On snowmobiles you can see it all, a very different perspective. We rode all over the island, to the highest points that over looked the down town with the big Mac in the back ground. You could see Mackinac City, Canada and St. Ignace a beautiful site indeed. We rode past the fort and grand hotel. As we where riding we came across the groomer and we meet Jody's husband Mark

Chambers and Matt Myers they were grooming and had stopped to adjust the groomer. They were using a long wide track Ski-Doo to pull the drag. The drag was a Tidd Tech. I think it was made for X country skiers but did a great job for both sleds and skiers. We talked for awhile and then moved

on from there on the way back to town we saw a guy walking his dog but he was on a sled and the dog was on a leash it was pretty cool. I must say. When we returned to town we stopped at the Mustang Lounge for a cup of hot coco, there was about 10 people in there most of which were snowmobilers. The people on the the Island are so friendly and really love talking to you about the island. I'm sure there is times they don't see very many people, and they love to brag up their island. We drank up and headed out to the west side of the island, we had already been there once when we rode around the

island so we knew where to go to catch the trail on the west side. A lot of the sleds we saw where pulling trailers with luggage or supplies for the island. You can ride over if the ice is good or fly charter and rent sleds. We rode about 4 hours and only rode 25 miles but saw more beautiful sites then on most trips I have been on. Make sure you talk to locals or the chamber of commerce to make sure its safe to cross. The trip was great fun and very different

from most trips, but to see what most people never get to see was amazing. The island is breath taking in the summer, but I can't say enough about the winter on the island. I would recommend to all who love to sight see, even those who like to ride hard and fast I think you would appreciate it. FYI The ice bridge was closed 2 days later so play it by ear when its open, then plan it right away.



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ROAD TRIP TO ISC - 2014

By Jim Duke

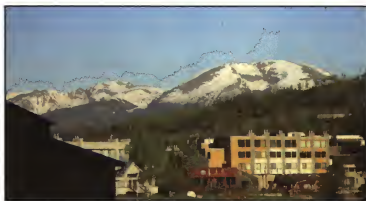
This adventure began early on Sunday morning, June 8th from my residence in Christmas, Michigan, and was to be approximately ten days in duration. The final destination was the Keystone Resort in beautiful Dillon, Colorado, the facility selected by the Colorado Snowmobile Association, the organization selected by the International Snowmobile Council Planning Committee to host the 2014 Congress. More about the International Snowmobile Congress later, as our travels progress. The route selected took us on

du' Lac where we turned southwest onto US-151. So far the weather was great, with mostly clear, sunny skies. Meeting up with fellow MSA members on I-80 near Coralville, Iowa, our passengers communicated via text messages for the rest of the day's trip. I had originally planned to stop for the day in Des Moines but had forgotten about the time change, so with the extra hour, we continued on to Omaha, Nebraska before calling it a day.

My daughter Karyn and I were up at first light and on the road again after a quick stop at the local McDonald's for coffee, leaving our previous day's travel companions still sleeping. Unfortunately, day 2

up, and we once again were enjoying the convertible way it was intended... top down with the wind in our hair. In the distance off to the right, we got our first glimpse of the snow-capped mountains and with it, our anticipation peaked. Picking up another hour at the time change, we had plenty of time for a leisurely drive all the way to Denver, and found very affordable lodging, thanks again to my daughter's diligence with the traveler's coupon book she picked up during one of our rest area stops. The only negative aspect of this day's events, if there is one, was my selection of a traditional Mexican restaurant for dinner where the waitress didn't speak (or understand) English very well and after three attempts at getting a cocktail, I settled for a Corona beer. The food, however, was excellent!

Our travels to this point had been predominantly flatlands with little noticeable change in elevation, but as we began our third and final travel day, this would not be the case. Almost immediately after passing the Denver City Limits sign to the West, we started our climb into



The view from our condo - fresh snow on the peaks every day.

the mountains and began seeing signs warning truckers of possible perils, such as "tire chains required to be carried between September and May" and "Emergency Truck Run-Off Area". There were also a number of signs alerting motorists to "Test Brakes" prior to the long down-grades. We witnessed a number of places where snow melt run-offs caused bank bursting streams along the highway, and plenty of wildlife close by. We were not disappointed either, when we turned of the Interstate onto US Highway 6 toward the mountain town of Dillon where the Keystone Resort is located, since it had just snowed the night before and the nearby mountains were still covered and shining brightly in the late morning sunlight. Although our scheduled check-in time

was not until 4:00 PM, we drove around a bit to get the lay of the land, then went to the Condo Registration building and was pleasantly surprised to find our unit was already prepared for our arrival. We were sharing a two-bedroom, two bath condo with Bill & Deb Manson who were just a few miles away in Breckinridge and on their way in as well. Once settled in, we discussed the schedule of events for the next five days, and agreed that the drastic change in elevation (we were now at 9680 feet) caused breathing to be much more labored at this altitude, especially when climbing stairs or with even minor exertions such as unloading vehicles and carrying luggage.

Many visitors were plagued with AIS (Altitude Illness



Midwest Chapter Delegates discuss various snowmobiling issues.

state highway M-67 and US-41 to Escanaba where we made a quick stop for coffee & a fast food breakfast, then on to Menominee via M-35. We crossed over into Wisconsin and made our way through Green Bay and down to Fond

du Lac where we turned southwest onto US-151. So far the weather was great, with mostly clear, sunny skies. Meeting up with fellow MSA members on I-80 near Coralville, Iowa, our passengers communicated via text messages for the rest of the day's trip. I had originally planned to stop for the day in Des Moines but had forgotten about the time change, so with the extra hour, we continued on to Omaha, Nebraska before calling it a day.

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The Michigan Delegation - Winner of the Participation Award.

Syndrome) more commonly known as Mountain Sickness, which may cause dizziness, increased heart rate, difficulty in breathing, and other side effects. Fortunately for myself and Karyn, we had googled this well in advance of the trip and our family physician prescribed medication to effectively combat these symptoms, so we weren't quite as affected as others not acclimated to the high altitudes. Meeting up with other early arrivals, we socialized briefly before making dinner plans, and together traveled down the mountain to Dillon and invaded a local restaurant. The waiters & waitress found a room capable of accommodating our large group and were most gracious in responding to our var-

ious needs. Once back at the resort, we continued socializing and discovered the reality that consumption of alcohol at this altitude is amplifying considerably, as well as the many other aspects not normally experienced back in our respective, lower altitude, states.

By Wednesday noon, the majority of the attendees had arrived and were anxiously looking forward to the impending activities for the afternoon, beginning with the Friends of Snowmobiling Political Action Committee (FOSPAC) fundraiser at 3:00 PM. The original plan was to have paddleboat races on the pond located near the middle of the lodging facilities at the resort, however, just a couple of weeks prior to the

beginning dates of the Congress, the Resort Maintenance Department found it necessary to drain the pond in order to make major repairs to the foundation of the lake-side condos so, reverting to Plan B, the FOSPAC event became "Gimmick Bowling" at the local lanes in Dillon. This was not only a fun activity for all who took part in it, but it was also successful in raising an admirable sum of funding to be utilized in support of our snowmobile friendly candidates seeking election, or reelection, to federal legislative offices. With the bowling event concluded and a return to the Resort, it was time for the Welcoming Reception around the pool, hosted by the Colorado Snowmobile Association. At 7:00 PM, the sun had dropped below the mountain crest in the western sky and temps dropped as well, leaving many wishing they had worn warmer clothing, and this was a recurring condition at almost every evening's activity throughout the entire five days we were there.

Bright and early Thursday morning nearly 500 snowmobiling enthusiasts gathered in

the Grand Ballroom for Opening Ceremonies, and to begin discussions and deliberations of the several issues of concern to our winter recreation endeavors of choice. This three day, activity packed, conference, aptly named the International Snowmobile Congress, is an annual function and draws the leadership of organized snowmobile groups from around the world, but primarily from the snow belt states of our country and the provinces of Canada. Other nations involved are Sweden, Russia, and most recently, Norway & Finland. Although it is a time-consuming process to become a nation with voting privileges, and sometimes meeting the requirements for membership can be difficult, the current national organizations are the American Council of Snowmobile Associations (ACSA); the Canadian Council of Snowmobile Organizations (CCSO); and Snowmobile Federation (Sno-Fed) which temporarily encompasses Sweden, Finland, & Norway. The Russian delegation (RSAA) is welcomed and recognized as an entity with probational

status, but has yet to meet the minimum number of members necessary for full membership.

The first morning's speaker was Mr. John Hicks, Associate Director of Colorado Tourism with a "Welcome to Colorado" speech, and followed by Mr. Ed Klim, President of the International Snowmobile Manufacturers Association who presented a power-point of "The State of the Snowmobiling Industry". The rest of the morning and into early afternoon was taken up with Chapter meetings and the first two of twenty "Breakout Sessions, dealing with Tourism/Riders & Connecting with Generations X, Y, & Z". After the lunch break, the national associations held the first of their two meetings. In the ACSA meeting, a full agenda of issues that affect the snow-belt states was opened for deliberations, and those not immediately resolved were carried over into the final meeting on Saturday morning. Preliminary nomination of candidates were conducted with all

Continued on page 14

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ROAD TRIP TO ISC

CONTINUED FROM PAGE 13

incumbents named to a second term. Thursday evening's social activities began with a VIP (President's Reception) followed by the "Off-Site" event, both of which took on the western theme and took place at the Soda Ridge Stables just a short bus ride and still on the Keystone Resort's property.

Friday morning's breakfast came much earlier than some previous evening's partygoers would have liked, but the hall was filled to capacity anyway, and once breakfast was over, members of the New York State Snowmobile Association took the podium and presented a preview and update on the 2015 Congress which will be held in beautiful Niagara Falls, in June of next year. This was followed by a panel of snowmobile enthusiasts to discuss their perceptions on the Evolution of Snowmobiling. Once this general session was completed and the daily housekeeping notes

were presented, the Trade Show and Silent Auction rooms were open for browsing and bidding. This day would be full of more breakout session intermingled with the second and final meetings of the Chapters. In the Midwest Chapter, election of officers were held with Joann Smith (WI) re-elected as Chairperson, Don Reed (MI) as Vice-Chair, and Suzy Giese (IL) as Secretary/Treasurer. The Fall meeting date was set to take place in September in Eagle River, Wisconsin on the Saturday morning preceding the induction ceremonies for the International Snowmobile Hall of Fame.

With meetings completed by late afternoon, it was time for more socializing, beginning with the Groomer Reception from 5:00 PM - 7:00 PM where a variety of hors d'oeuvres accompanied free beer and a cash bar for wine and mixed drinks. The manufacturers of



ACSA Officers elected to serve for 2014-15 (L-R) are Bob Kirchner (PA) Vice President; Judy King (MN) Secretary/Treasurer; Duane Sutton (IA) President.

grooming equipment, both tractors and drags, had banded together in a mock poker game where participants could move from one unit to the next for a chance to spin the wheel and determine the card value. Winners received prizes ranging from ball caps to T-shirts to light

jackets. The New York State Snowmobile Association then hosted a hospitality party in the open-air pavilion with more hors d'oeuvres, beer & wine. Many remembering the early morning call to breakfast elected to turn in a bit earlier this evening while some, it seems, will

never learn and extended the party well past midnight.

Saturday's breakfast was a repeat of the previous day's fare, but this morning's keynote speaker was Dee Dee Rapp, very well known for her motivational speeches, and the topic this day was Generational Leadership - Bridging the Gap & Building a Legacy. She held us spellbound throughout her talk, and received a standing ovation upon conclusion. Everyone interviewed after this session believes young snowmobilers hold the key to the future of the sport, but agree that the ability to hold the interest of the youth to attend meetings is a difficult task, and many of the points made during the speech will be carried back to the state



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associations for verification and possible action. After a quick break, it was off to the second and final meetings of the national organizations, and shortly after the meetings began, word came that the pavilion under which we had partied the evening before had collapsed, and fortunately no one was in or near it at the time. Later, an investigation determined that it was a weather related incident and caused by a severe updraft of wind which sheared the timbers off at ground level, and dropping the roof to the ground.

During the ACSA meeting, remaining business items were discussed and dispensed with, final nomination of candidates for the elected offices concluded, and elections held with Duane Sutton (IA) re-elected President; Bob Kirchner (PA) as Vice President; and Judy King (MN) as Secretary/Treasurer. After a brief lunch break

it was time for the International Snowmobile Council wrap-up session, where delegates from all nations are seated to hear reports and act on issues of concern to the international snowmobiling community. Duane Sutton, ACSA President was seated as Chair and CCSO President Dale Hickock as Vice Chair of the ISC, and conducted the meeting in a very efficient manner with adjournment around 4:00 PM. The only position up for election was the Secretary/Treasurer's post with Suzy Giese (ACSA) challenging and defeating incumbent Kevin Sweetland (CCSO). The pre-banquet cocktail hour got underway promptly at 5:00 PM with the final bidding for silent auction items brisk, right up to the ringing of the final bell. Then it was into the ballroom for dinner and awards presentations.

By 10:00 PM it was back to the room,

changing into comfortable clothes, and off to the Thirsty Dogs celebration. This is traditionally the final official activity of the Congress, and was slated to take place in the pavilion which had collapsed earlier in the day, and due to the lateness, no other location was available, so improvising by parking vehicles around the area and using headlights or flashlights, the party got underway with initiation of new members (pups). Most attendees were slated to depart for home in the early hours of Sunday morning while others had planned to remain for a few additional days to enjoy the sights and attractions this area had to offer. Saying good-byes for another year is always bitter-sweet, but is necessary when long time friends head out in different directions. Many keep in touch via electronic means and some through telephone conversations

from time to time, but regardless of the method, all agree to meet again at the next ISC... Kudos to the Colorado Snowmobile Association for hosting this 46th International Snowmobile Congress.. Sunday morning we were up at the crack of dawn, packed the vehicle and ready to head for home. It's been a long 10 days since we left our great state of Michigan and we were more than ready to get back to it. One last photo of the beautiful scenery, moon still high in the western sky, and the roof of the collapsed pavilion still laying on the ground, then it was on the road again. A brief stop in Dillon for coffee and a check of impending weather conditions. We had a scheduled speed run for home since there was a

Snowmobile Advisory Workshop (SAW) meeting on Tuesday in Gaylord. Fortunately, we were just a few hours ahead of stormy weather through Nebraska and Iowa, and we had better travel than some of our other Michigan folks who had a later departure time, but all went well and we made excellent time on the return trip, arriving in Gaylord around 6:00 PM Monday evening, and about a half-hour before the rains came in. Plans are already underway for another road trip next year and we're looking forward to our next meeting in Niagara Falls, New York at the 47th ISC.



RIGHT: The Off-site event at the Soda Ridge Stables took on a full western theme complete with hats & bandanas.

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A NOSTALGIC LOOK AT SNOWMOBILING THIRTY YEARS AGO

September 1984

by Andy Twork

Back in 1984 there were a lot of new things going on in snowmobiling and just like I do each and every month this month I'm going to again take you back 30 years on a trip back in time to take a look at just exactly how snowmobiling was at home, on the trail, as well as in the State Capitol 30 years ago this month in the Michigan Snowmobiler Magazine.

Let me see, what I was doing during September of 1984. As I think back I believe that I had just bought a new Dodge pickup truck and was busily switching the snowplow over from my 1979 model over to the 1984 model in preparation for the winter that was at hand. Weather forecasters from across North America were forecasting a worse than



normal winter weather and me being the gullible sort that I am, I believed them and went and spent the money on a new truck anticipating making many dollars on snow plowing during the upcoming winter.

Many different things happen for all different reasons and all different ways to all of us. And it was also the year that I first got involved in snowmobiling again.

I remember buying my snowmobile that I would ride for the next few years, it was a Polaris Cutlass that I purchased used from an acquaintance in Fremont, and the wife &

I would use that sled as well as a Polaris Star while training our sled dogs to run sprint races across northern Michigan.

New snowmobile models for 1985 model year had been released and the cover of the magazine was adorned by the infamous Manta, that was that snowmobile with had twin tracks and twin skis to power it through some of the roughest terrain with a smooth ride.

The good folks from Skidoo decided to turn over to a tubular steel construction and greatly reduced the weight of their snowmobiles mak-

ing it possible for them to make their new Formula Plus the fastest twin cylinder and best handling performance sled on the market at the time. That's great Skidoo Technology brought with it the Rotax engine as the moving force behind the Ski Doo snowmobiles.

Over at Yamaha Corporation new features were added to the Yamaha Phazer. The new Phazer would be light and easy to handle with a sure and soft ride that wouldn't beat you as a rider. It was a kind of sled that not only the kids were ready to ride but it produced a com-

fortable ride for the more experienced rider as well. The Phazer steering system had met its match when it came to heavy-duty cornering and the sway bar that they used along with the telescopic strut suspension allowed you to have at least twice as much control.

Polaris snowmobiles for 1985 would boast several 30th anniversary editions that are on sale, if you buy any 1984 or earlier model Polaris snowmobile that's a left-over, you get twice as much rebate. The 30th anniversary open house will be held during September at all local Polaris dealers where you could be one of the first to see their best ever model lineup for the 1985 model year.

The current hottest model of the year would have to be the 1985 Yamaha VMAX, that can be summed up in one simple statement, that it's the ultimate perform-

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Snowmobile Association convention elected a new President. Jim Irvine was selected at their annual meeting to

involved and what's going on in the snowmobile world. Other major news during the meeting came from board sessions with the Michigan Department of Natural Resources on trails and programs as well as the gas tax. Just some of the weekend's highlights included the famous Bill Oliver's hundred twenty-seven item Kings Table smorgasbord as well as a mixed couples bowling tournament for fun on Saturday night.

The key issues for snowmobilers from the convention for the coming year included the gas tax, which state officials urged to show a statewide support of the issue. It has been argued that snowmobiles can't be legally driven on roads yet the user still pay the same state tax on gasoline that the auto owners pay.

The Michigan snowmobile Association will attempt to purchase an abandoned railroad right of way between Manistee and Traverse City along with other possible abandoned roads to make new trails on. The trails coordinator for the DNR reiterated funds being put into the railroad right of way to purchase fund could mean more property purchases as they

become available.

At the current time in Michigan Snowmobile Association is boasting a membership of some nine hundred and eight people including 18 snowmobile councils and building a membership is critical for the survival of the association. MSA included the establishing of one executive committee of officers including the past present and 6 directors from all over the state.

It was definitely obvious that the only way that organized Dolby link could survive was to have a state association such as those to help control what politicians would do in Lansing.

Many snowmobile clubs from across the state have been putting great time and effort into

organized club activities throughout the year. One such club is the Wayland snowmobile association which held its first meeting of the 1984/1985 season on October 4 at the Green Lake Frontier Inn. As with any club meeting, it's free food for those that attend the meeting and participate in the snowmobile business at hand. The club's first event for the year was a hay ride on October 27 where they had hot dogs and smores and a good time in the cool night air.

The club trails are in need of repair and they are in need of volunteers to help if you're interested you should contact Denny Zoet. The club's annual pig roast was held on May 5

Continued on page 18



handling.

The new Yamaha VMAX boasts a liquid-cooled 535 CC twin engine with chrome cylinders and no less than seven main bearings and it pops out the kind of power and torque that simply leaves other snowmobiles far behind. The new V max is built. It is powerful and its heavy duty details like the removable shims in the secondary clutch for extended v-belt life to keep it going as hard as it can. This new 1985 has been improved even more in several small but significant areas, handgrip warmers are now standard and the fuel petcock for dash mounted for easy operation.

The 1984 Michigan

succeed retiring President Baker as the leader of the 900 member MSA at the meeting at Bill Oliver's Caberfae Motor Inn.

The board showed a good representation of a unified effort around the state by their showing for this annual meeting. Gus Schisler was elected as vice president and Dale Israel as secretary. Over 300 people attended the meeting despite the lack of snow. Temperatures hovered mostly around the 40 degree mark for the weekend event.

The keynote address being delivered by Walter Wilkie. Wilkie gave a speech about changes in the snowmobile industry and the ability and willingness to adapt and to get

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Team Spencer claims point championship during 1984 season.

and went great. There were over 100 participants at the pig roast and a big thanks to Harold Haveman who prepared the pig and likewise to the potters who let fellow members use their rv as a place to relax while watching the pig cook.

A couple of things are changing in the race world this year as well, it's time to start thinking about going back to work and getting sleds in shape for another race season. The time is not that far away. The annual general membership meeting and awards banquet went very well for the Midwest

racing association. After much debate, it was decided by the executive board upon approval of the membership, that twin tracks sleds will again be allowed to race in our circuit. This next year will be on a probationary basis and will again be brought up to the membership at next year's meeting to determine how the twin tracks sleds fit into our racing program. The new rule regarding the tracks will state that those sleds must be built by a snowmobile manufacturer with a minimum of 50 sleds of that product being built. Again, they

are allowed a maximum of two skis forward of the track and the track must be a minimum width of 4 inches with a minimum length of 90 inches.

Terry Spencer and his race team were right there at the final checkered flag in the top prize money with the biggest trophies and a brand

new Yamaha snowmobile for winning the overall points championship for the season.

The Spencer race team from Burton, Michigan got a rousing cheer during the annual MIRA awards banquet after claiming its first season points championship. The arctic cat squad had a 4309 points, a big lead over the runner-up Agnew racing. Unfortunately, the Traverse City 250 was canceled because of midwinter washout.

The season turned out to be a great one for Team Spencer, beginning and ending the same way with wins in their classes.

Spencer was 11th at the I-500 picking up a few points on Agnew racing who finished 15th then they bolted to the top with their second win of the season at Albright Shores.

Can you believe that East Jordan actually had an open water

snowmobile race at their July 4 classic?

Summer snowmobilers generally get all wet from water cross. Because a stretch of open water is usually the last thing that any Snowmobiler wants to remember. Now, who would have ever imagined in their wildest dreams, snowmobilers would actually try to take their machines across the water to see how far they could travel before sinking.

Many area snowmobilers partook in the event. About 2000 spectators paid \$1.00 apiece to watch the Independence Day duel. Starting at 10:00 AM with a demonstration by the visiting experts all riding skidoo, guiding their machines across the course with ease and the crowd was thoroughly entertained all day.

Daniel Hill of Greenville, Michigan, an amateur at this water

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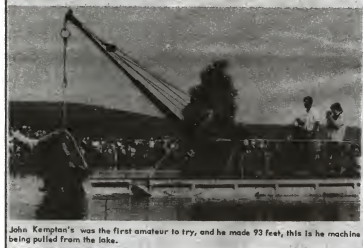
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The Maki Brothers and Mike Roe and Kip Vangsgard sure make it look easy as they ride up and down the lake, but even the pros take a bath once in awhile.



John Kerplon's was the first amateur to try, and he made 93 feet, this is his machine being pulled from the lake.

across business, captured a \$200 first prize for traveling the farthest distance across the water with his skidoo. Hill was also awarded the \$50.00 bonus for being the first to drive his machine across the entire length of the 500 foot water course.

A specially equipped city owned pontoon boat and manned by volunteer fireman as divers was on hand to retrieve the sunken snowmobiles immediately after they went down. Once the snowmobile was hoisted, it was hauled by the pontoon to awaiting trailers at the shore so the sleds could go back to the pit area to be ready for another run.

In interviewing the folks along the shore many had the comments that they would definitely be back for

another round of racing next year on Independence Day.

The 1985 North American snowmobile festival would be held in Traverse City-Cadillac, Michigan. The first weekend is scheduled for the Traverse City area with activity built around the Traverse City 250 site, a week ahead of the I-500. The race has always had a number of other events held in conjunction with it but as the focal point of Traverse City festival

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it now becomes a complete winter attraction.

During the weekend of the Traverse City 250 the planners have scheduled drag races, demonstration rides, and a demo derby for cars as well as sleigh rides and snow cross clinics and race. The Northwest Michigan site has plenty of room for exhibitors and various types of equipment for work and play will be displayed. There is some indoor space and some large tents may be put in place as well the Traverse City area is a Major resort community and has plenty of accommodations and eating places available within arm's reach. With these additional activities and the snowmobile trail system which links the entire area together is going to be difficult not to have a good time at the North



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SPOTLIGHT ON.....

Cloud 9, Baldwin

(EDITORS NOTE: We are starting a new series Spotlighting some local businesses in the lower Peninsula, like our Yoopers in the spotlight series. We hope you enjoy it and make plans to visit these snowmobiler friendly places this winter.)

by Andy Twork

I think everyone will agree with me when I say that this past winter, the winter of 2013 and 2014 will have to go

down in history as one of the snowiest, coldest and longest winter that we've had in a good long time. The snows began back in November even before Thanksgiving and by the 1st of December many of the trails that had to have gates open on December 1st actually were covered enough snow to be ridden on.

One thing that I know for sure is that our entire winter was a lot more

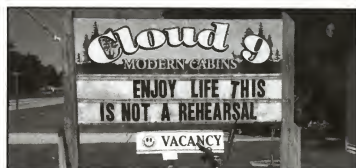
pleasant thanks to the new snowmobiling camp that we acquired just north of the Baldwin Michigan area.

Our new camp, which is located on the Peacock trail, also known as the main gravel road from Baldwin to Irons proved to be a really great place for us to stay however we did have a problem. Where would we have our snowmobiling guests stay when they came up?

That's where John and Rhonda Bueter come in, the couple are the owners of the Cloud 9 motel which is just around the corner and a couple miles away from our Baldwin paradise.

Rhonda got her start in the motel business by being an avid snowmobiler. The better part of 18 years ago Rhonda was a snowmobiler there along with her husband, that used to come up and stay in this little motel and they told the owners at that time that if they ever decided to sell out to make sure that they called them, and they did so.

At that time Rhonda's husband was a steel hauler that drove a Michigan train and she was in the cleaning business.



Staying on Cloud 9

The pair at that point sold their beautiful 28 foot Sea Ray boat and used the money as a down payment on the motel.

Tragedy stuck the couple in December 1999 and her husband at a time had a tragic snowmobile accident that left him in the hospital until his death.

Life had to go on for Rhonda, she did the best she could and survived the motel business like a trooper.

About 9 years ago, one of the local law enforcement officers had a friend come here from the City of Novi, down near Detroit.

The officer literally told Rhonda that John Bueter was the man for her.

John and Rhonda we're united in marriage along the Pere Marquette River and both of them share a great love for the river and for fishing and all of their outdoor activities not to mention the many

repeat guests that come back and visit over and over again.

John gives lessons in fly fishing techniques and with Rhonda takes exceptional care in keeping the couple's motel in good condition ready for guests at any time.

On any given weekend in the winter, the Cloud 9 can be found full of sledders as well as ice fishermen and even skiers that appreciate an economical spot to hang their hat on the way to the northern Michigan slopes.

John and Rhonda would love to meet you anytime and if their not there, make yourself to home..... they'll be right back.



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END OF AN ERA

Look Back at Nelson's Speed Shop & Owner, Jack Nelson

By Jim Duke

Almost from the very beginning of the snowmobiling craze, Jack Nelson was involved in one way or another, whether it was racing the very popular Sno-Jets and later the Kawasakis of the day, or inventing, engineering, and manufacturing improved replacement parts or add-on components to enhance performance of the early models of over the snow machines. The passion for snowmobiling activities, whether on the track or on the trails, Jack had it bad, as reflected in the name of his business, "Speed

Shop", although the actual speed shop name grew out of Jack Senior's love of auto racing. Situated on a large tract of land just north of the City of Greenville on state highway M-91, Nelson's Speed Shop has been providing sales and service to snowmobilers for more than three decades, and has gained national and international recognition for his contributions to the sport. In March of 2014, all that has come to an end... Yes, Jack Nelson has retired and sold the shop!

Let's reflect back a few decades and take a short walk down memory lane with Jack, and since he usually shuns

the spotlight and can be pretty tight-lipped when it comes to talking about his private life, it most likely lacks many of the achievements most other folks would sincerely want in their resume. It all began in the year 1966 when as a teenager, Jack started working with his Dad in the family garage as one of the area's earliest Sno-Jet dealerships. At just fifteen years old, Jack began making a name for himself on the racing circuit running sleds of that same brand, and although he lost about as many races as he won, he chiseled out a name for himself as one to be reckoned with at the track.



Jack Nelson, an end of an Era.

While continuing his education at Ferris State University, in 1971, Jack decided to become a snowmobile dealer himself and opened a seasonal shop which he named Nelson's Speed Shop, and in 1974 he was successful in the acquisition of a John Deere franchise and Nelson's Speed Shop became a year-round business. But racing fever had not yet sub-

sided and in 1977 a switch over to Kawasaki was made with an eye on endurance races, all the while achieving more notoriety. Later, Jack was to make an attempt for the world record on a Yamaha V-Max 1500 but fell just a bit short, coming in 15th.

Okay... so much for the history as Jack calls it, and we fast forward into the mid-eighties

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when Jack decided that a dealer show could help grow the business, and in 1986 at the local ice skating rink in Greenville, he hosted the first Sno-Motion event, and was thrilled to have an attendance count of more than 200 (maybe closer to 300) interested snowmobiling folks, and I was just one of them. Unsure whether this event bolstered his business any or not, but there was a definite increase in customers that same year, so a decision was made to try it again the following year. The 1987 show was moved to the National Guard Armory and stands out in so many ways, not only for Jack, but for myself as well, since this was my first actual meeting and introduction to Jack Nelson, an acquaintance that grew into a close personal and business relationship over these many years, and I'm extremely proud to have Jack as one of my dearest friends.

Nelson's Sno-Motion grew in size every year and eventually was too large for a single building, so the next move took it just down the road to the Fairgrounds where the event took on the atmosphere of a carnival, with both inside buildings for clothing and accessories such as boots, helmets, and gloves while outside, tents shaded snowmobiles and lawn/farming equipment, and other such items. The Michigan Snowmobile Association also grew with this event, from just a booth hawking mem-



Jack being interviewed by FOX 17 TV during rebuilding after the 2nd fire.

berships, to assisting with traffic control and parking as well, and throughout the years, the MSA volunteers became a necessary requirement, assisting with everything from the swap meet and security at the doors and gates to event set up and ticket sales for the various shows and activities presented. Eventually, Sno-Motion moved onto property at the store itself, and a sno-cross track was developed, complete with grandstands & bleachers, and for a couple of years, manufacturing snow in late August to be spread onto the track drew national attention, and annual attendance had grown into the thousands, with many visitors from neighboring states making the yearly trek to Michigan, simply because of Nelson's Sno-Motion!

Not really sure where the idea of buying snow came from, but a few years after Jack had began hosting Sno-Motion on his own property, he managed to get a huge divot dug into the ground, lined it with plastic sheeting, and filled it with the snow that accumulated every

winter and was plowed from the parking lot and other areas that needed to be snow-free. Once the hole was full, it was covered with a thick layer of sawdust and tarps, then weighted down to prevent it from being exposed to the elements until ready for use in August. Believe it or not, this method of snow retention was very successful, and provided a temporary covering of the white stuff on the

track for the major part of the races. Almost every year the stress level became elevated as the dates for Sno-Motion drew near, and almost every year, Jack would be heard to say "this is the last year I'm doing this!", but that proved to be just so much blowing off steam, and by the Spring of the following year, plans were already in the works for another show. This continued right up until August of 2013 when the Sno-Motion - 2014 event had reached another successful conclusion, even continuing through the dreadful periods of rebuilding after two horrific fires, both times the shop & front buildings declared a total loss.

Throughout the 27 years that Sno-Motion existed, and I worked with Jack on 26 of them,

I agreed to stick it out with him until he really called it quits, and that was a promise I made sure that I would make good, organizing MSA's volunteers work list and seeing that the event ran as smoothly as possible. Although admission to Sno-Motion was free, Jack usually provided some sort of incentive for attendees to pay a \$2.00 donation for a ticket to a random drawing for prizes. For MSA's efforts, the proceeds were divided between MSA and the American Heart Association, and throughout the years, the total contributed to MSA was more than \$50 thousand dollars. But this wasn't the extent of Jack's charitable endeavors either, not by a long shot! Nelson's

Continued on page 26

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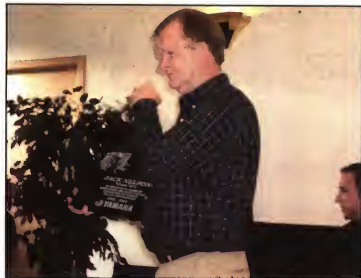
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Jack was presented with a plaque at his retirement party for his years of racing Yamaha sleds.

Speed Shop teamed with MSA to provide support to the annual Easter Seals Charity Event, which was a snowmobile ride "For Women Only" and contributed the loin's share of prizes and promotional items to that activity. In the FWO early years, Polaris Industries provided a snowmobile as

incentive for the ladies to raise money through their pledges, and a minimum of \$500 was required to participate. The snowmobile was presented to the Lady raising the most funds.

After a few years, Polaris discontinued this practice, but because Jack felt so strongly about this particular

charity, and through agreement with MSA, a snowmobile continued to be offered, with the winner selecting which brand was preferred. This continued for several years until it became cost prohibitive, but Jack stepped up and continued to offer some very lucrative merchandise for prizes. For those who participated in this event annually, Easter Seals provided additional incentives with longevity, such as embroidered denim jackets, and diamond Easter Lily pins. In the early years this event drew more than 100 ladies from not only Michigan, but from neighboring states as well, and although attendance has declined somewhat in recent years, primarily due to economic reasons, the event continues to be a



Jack's racing days, and his trophies.

very popular snowmobiling activity for charitable causes every year.

Always the gentleman, and as a dealership selling all four brands of snowmobiles, Jack declined to say

which brand he preferred overall, saying "all the sleds are great these days, and each has some attributes to provide creature comforts to the customer. Aside from the snowmo-

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Always the working man, Jack and Gale Nelson working the checkout tables at a Sno-Motion event.

bile side of Nelson's Speed Shop, he boasted several other franchises as well, such as Can-Am; John Deere; Honda Power

Equipment; Stihl Products; Ariens; Gravelly; Briggs & Stratton; Husqvarna and the list goes on & on. In addition to all the

OEM parts, the shop carried an impressive line of after market products as well. The same goes for the clothing and accessories such as helmets, boots, gloves, etc. All in all, Nelson's Speed Shop was truly a one-stop shop for any recreational products and farm or lawn & garden implements. When I last spoke to Jack and congratulated him on his beginning a new page in his life, he told me that he still believes that service is the key to any successful business, and that was always priority-one for



Presenting past President Don Reed with a generous donation from Sno-Motion.

him. He says he wishes the new owners the same success that he has enjoyed these past 40 plus years, but his immediate plans is to try to learn how to relax and

enjoy retired life... Yes, I do believe we've witnessed the End of an Era, for sure!



Snowmobiler's come to see, shop and save at SNOWMOBILE USA Show & Sale events sweeping the Mid-west this season

The SNOWMOBILE USA Show & Sale events will cover the Mid-West this fall to welcome in the upcoming snowmobile season with enthusiasm. These shows are the largest indoor events in their states with special prices and discounts on accessories, performance parts, trailers, resorts, motels, clothing, magazines and everything else that relates to snowmobiling. Talk shop with factory reps, see the 2015 sleds from Arctic Cat, Polaris, Ski-Doo, and Yamaha. New this year, a variety of the 2015 ATV line up from Arctic Cat, Polaris, Ski-Doo and Yamaha will be present on the showfloor. In addition to the factory representation, supporting dealers will offer ATV after-market products, clothing and accessories.

Vendors will offer special show prices and discounts on snowmobile related items including helmets, boots, suits, gloves, trailers, performance parts, belts, oil, decals, clothing accessories, resort packages, magazines, lodging, tours, trail maps and scores of other snowmobile related items. In addition to dozens of Mid-west snowmobile resort areas, destination locations from several Western states and Canadian Provinces will be on hand to show off their trail systems and lodging facilities.

As an added attraction to the weekend festivities at the Milwaukee, WI show, a "snowmobile swap meet" will be featured all weekend to provide the opportunity to buy or sell used snowmobile items. For Milwaukee swap meet information please call 414-299-0330 or log onto www.waukeshasnow.org.

A snowmobile safety class will be offered to ages 12 and up at both shows. For information regarding the Milwaukee class call 262-252-3496. For Novi safety class reg-

istration log onto www.snomads.org.

Show dates and hours for the SNOWMOBILE USA event at Milwaukee, WI Oct. 17-19 and for Novi, MI. Nov. 7-9 2014. Show hours, Friday from 5:00 PM to 10:00 PM, Saturday from 10:00 AM to

8:00 PM and Sunday from 10:00 AM to 4:00 PM. Admission is \$10.00, with children 12 and under admitted free of charge. All snowmobilers are invited to come to see, shop and save! This is your **SNOWMOBILE SUPERSTORE UNDER ONE**

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MY TOP 12 SNOWMOBILING BUCKET LIST

by Bill Tison

A Bucket list, a snowmobiling bucket list is what I started a few years ago. Of course

there is a lot of things I would like to see and do but the list would be to long for a story in our magazine. I have narrowed it down to 10 or 12 some I have done

and most I would like to do again. Heres my list.

#1 I would like to ride on every island in the state of Michigan that allows snowmobiling I have been on a few but

not all. Drummond Island is tops on the list.

#2 I have rode 200 & 300 hundred miles in one day and if the trails where perfect I would like to try to ride 400 or maybe 500 hundred. Or that might be asking a lot because we all know I am in excellent shape HaHa

#3 Go saddle bagging for a week I have done

this many times and love it so much I know I will again.

#4 I have road from the lower to upper Peninsula many times and if you haven't you are missing a great ride. The trail comes into Mackinaw City and goes right to the rest area and that is where you pick

Continued on page 30

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up the trailer that the state runs back and forth across the bridge and they drop you at the trail head in St Ignace. Or like we try to do have a chase truck and trailer following us to haul gear and our sleds across the bridge.

#5 Ride to work it is great except there is one big problem. I seem to always be late or never make it at all I seem to ride right past the office.

#6 Ride on a poker run or to be politically

correct, a fun run I'm not a big card player but any excuse to ride Right?

#7 Ride in a groomer or even better drive the groomer I have done both it's a good time. I have groomed at night and during the day both are nice but at night it is very peaceful and you get to see a lot of animals. During the day is fun but you have to have a lot of patience if you are on a busy trail with a lot of sleds you stop and go a lot but the smiles and waves are great

and make it worth it.

#8 Ride From Michigan to another state I have rode to Wisconsin . But it would be great to be able to keep on going all the way to Canada.

#9 A ride out east or Alaska or even Europe would be the trip of a life time. I have been out west a couple of times and just loved it and hope to go again.

#10 It would be fun to follow MXR and MIRA for a season and get to ride all the areas that

they hold the races at. Here is where it gets hard.

OK number 11 like I said its hard to keep the list at 10 Try to ride some where different every year some times it hard to find the time to travel to new spots so you end up riding close to home just so you can ride. But it is fun to explore different places.

#12 I would very much like to tour all four Manufactures I mean who wouldn't like to go to Japan. But it would be

very cool to see how ever thing is put together, and how they test and engineer ever thing. Like I said my bucket list is a lot longer but this is a great start I have done a lot of these things and will do a lot of them again. I hope! So put down on a peace of paper your bucket list and see if this winter you can get some things crossed off it.



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Camp Grayling Looking to Add Over 50,000 Acres

By Stephen King

Recently, there has been an announcement from the DNR that Camp Grayling, a military training base in the Grayling area is considering expanding. Although they have stressed that no formal proposal has come in yet, they have also stated that talks are underway to perhaps add about 54,000 acres to the Camp. What effect this will have on Trails in the area is what should concern snowmobilers and businesses that depend on snowmobilers in the winter.

To find an answer to that question, I called one of

my contacts in the DNR, Ed Golder, DNR Public Relations Officer. Now, about this, Ed noted that back in April, the Department of Military and Veterans Affairs approached the DNR about a possible expansion of Camp Grayling. The DNR then agreed to do an informal feasibility study. Which they are now undertaking.

What this basically means is that the two parties are talking about whether or not this is a good idea. Which also translates into the idea that they are discussing whether or not this idea has a chance to actually make it through the process. Or, would be

immediately shot down.

And, on the subject of shooting things, one of my first questions was whether or not I will have to wear my Kevlar vest when riding in this area. Ed gave me a basic, "No." He explained that what they are asking for is usage that does not involve me and you having to watch out for the stray bomb. Or, sniper. Or, tank? Nope. No tanks either.

What this would be would be another area in which troops could train. You might find a squad of our

Country's finest camped out. But, without live ammo or heavy artillery. Or, even tanks. Also, any wheeled vehicle they might be using is restricted to use on existing roads. No grabbing the Jeep and going cross country. Also, there will be no training during Fire Arm Deer Season. Can't have anyone trying to blast Bambi accidentally touch-

ing one off in the direction of troops on the ground. Would not be a good scenario.

At the moment, Camp Grayling has about 147,000 acres and is the largest Military Training facility east of the Mississippi. Currently, the DNR has an agreement on about 42,000 acres to manage as noted above, as low impact training. Although, and I have to stress that no formal proposal has been submitted, the 54,000 acres would be low impact. But, as their is no formal proposal, I cannot say for sure this is what they want. And, neither can the DNR.

However, the DNR does have a twelve step plan in place. Starts with the DNR getting a formal proposal. Goes through a variety of people and Departments, including the Attorney General's Office, the Land Exchange Review Committee, and finally to the Director for his

approval. And, it does include a Public Hearing.

Now, as for me personally, my number one question is why do they need so much more land. Give me a reason. National security. Better for training our troops. Need a bigger area to try and hide from the satellites. Just tell me why.

As for what effect it will have on Trails, no idea. Sounds like none, or very minor. But, until they actually come back with a formal proposal, the Jury is still out. Can't comment on what I don't know.

For a bit more info, with none of my nonsense, check out the DNR's website. They have a nice page or two about this.



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TO NAME OR NOT TO NAME: THAT IS THE QUESTION HAVE YOU NICKNAMED YOUR SNOWMOBILE?

by Bill Tison

Have you given your snowmobile a name? I haven't but I've felt the urge to name every one we've owned. Maybe it's silly to play the name game with a snowmobile. We don't name our houses, but some times we name our cars. Most boats have names and maybe that is where it got started I don't know.

Actually snowmobiles are similar to boats in that they provide transportation and pleasure and both boats and snowmobiles are

registered with the state. Should we give more thought to naming our snow travelers? The manufacturers of snowmobiles seem to give model names a great deal of prestige and publicity. Some of the more familiar ones like Viper or Apex this proves that names are important to certain types of products giving them an air of mystery and excitement which stimulates a potential buyer.

One snowmobile I saw last year was called "Ma's Mink." Now that

doesn't need any explanation. In fact we could have named a couple of ours Dad's truck or Mom's Couch. I've seen some machines that could have been named Tree Climber, Stump Jumper, Garage Happy and River Rat to fit situations caused by their hapless owners.

I must say that Happy Days or Cloud 9 would fit our snowmobiles most often because of the pleasure we get from using it. Following an all day ride over rough trails there where times when I'd like to have named mine pain in the neck or rather pain in the you know what.

Then there are other

times when your broke down with no time for repairs and the ride of the year is that night. How about, disappointment or maybe Piece of \$*%#.

For the serious snowmobile namer, here are a few suggestions taken from a list of boat names I've collected. How about Love Affair, My Last Penny, Sassy Pants, Live Wire or Bad Habit.

Some I've collected begin with Sea which would be appropriate if Sea were changed to Snow such as Snowsong, Snow Bird, Snow Trek and Snow Hawk.

One winter it stormed so much we could have

named my sled Snowstorm.

The most important thing about a snowmobile if it has a name or not is weather it makes the owner more happy then sad, convinces them that winter is the best time of the year and keeps them young no matter what age. To name or not to name is best left up to the individual. But I think I will.



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Vintage Sled of the Month "The Anderson"

By Stephen King

First, for a new season of Michigan Snowmobiler Magazine, this is a new column. Which is why, before I begin, I have to talk about who inspired me to do this. None other than Bud Knapp, Snowmobile Hall of Famer and former writer for this magazine. Sadly, we lost him last spring (We will be doing a story on him soon.) Up until a few years ago, Bud was doing a feature like this every month. Now, I am taking over the job about writing about the older sleds.

Why me? First, I started riding on a sled with the engine in the back. A long long time ago. Now, a lot

of years later, I am going to try writing about some of those older sleds, many of which I actually remember and some of which I actually drove. Next, I have the good fortune to live in Naubinway, home of the Top of the Lake Snowmobile Museum, which has about 150 sleds on display.

But, before I go on, I have a story to relate. About 20 years ago, when I was just starting out, I wrote a story about Naubinway's Antique and Vintage snowmobile show. The very first story I did for this magazine. In that story, I mentioned something about one of the sleds that was featured that year. Was just a little bit off from where it was

made. Close, but not quite exact. Bud got hold of me and very kindly and gently told me of my mistake. The next year, at the next show, Bud gave me a huge pile of information about old sleds. And, told me something like, "Kid, if you're gonna write about snowmobiles, get it right." I took that to heart. In not only this magazine, but where ever I write, I have since tried very hard to "get it right." Not always perfect. I have goofed every now and then. But, after 20 years, and a few thousand articles, I think I have a pretty decent track record. That little nudge from Bud had a lot to do with that. Now, for this column, I want to thank Bud, for the inspiration. And,

send a promise up to him, as he now rides the trails in snowmobile heaven, that I will do my best to keep the bar as high as he set it.

When I thought about what sled I wanted to feature first, I went immediately to the Eliason. Which is where it all began. But, we just did a piece on that last winter. Then, as we were talking about a kind of theme for this article, my very smart and knowledgeable boss lady Patti suggested to focus on some of the more unusual. Taking that to heart, I took a stroll around the museum. And, found lots of sleds that fit that category. One, especially caught my eye. That was a sled called the "Anderson."

Never heard of an "Anderson?" Don't feel bad. Neither have most people. Which is why I chose it. This was never really a production sled. It was actually home made

by a guy by the name of... Well... Here's a bit. All I could find out was that he is known as Mr. Anderson, of Manistique. Got a bit more. From the Museum people. That they got most of their info from his son Melvin, who is now in his mid 80's. What we know is that Mr. Anderson worked at the Inland, the Port Inland Limestone quarry, as a machinist. We also know that Mr. Anderson saw a picture of a snowmobile in a Popular Mechanics magazine back in the 1950's and decided that he could make one. And, he did.

What he made looks an awful lot like the Polaris Sno Traveler. However, there are some most definite differences. For one, Mr. Anderson made his own transmission. One totally unique feature was that there was a crank on it. Now, most would assume that this had something to do with start-



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A 1963 Anderson, one of about five or six ever made.



Hand warmers? Without a doubt. They're right there on the seat.

ing the thing. But, actually, this sled was a monster. The crank was used to load the thing, or to move it around, without having to start it up. The day I did the photos of it, we actually used the crank to move it in the museum. Pretty nifty idea. No idea on why other manufacturers didn't pick up on this.

As I mentioned, this thing is big. And, heavy. Which is what the inventor wanted. He wanted a sled that he could use to move logs out of the woods with in the winter. So, it had to be big and heavy. This was not a motor toboggan. It was not a play toy. It was a work machine. The one I saw had a 12 1/5 horse Kohler for a power plant. Which meant this thing was not a real speed demon. Pretty sure the only time this thing saw sixty was on a trailer, going down the highway.

As for a body, as mentioned, it looked a lot like most of the rear engine sleds of the era. Engine in the back. Huge track and tunnel. Front end made of welded steel. You can really tell by looking at the welds that this was made by hand, not by a robot in a factory. Has that "hand made" look that machines can't match. For steering, it had a steering wheel, most probably borrowed off an old car or truck that didn't need it any more. Two huge steel skis. For lights, none on the back and one on the front that really reminded me of a bicycle light from the same era. Which I am pretty sure it is. (In a different role, I own a flea market and buy and sell a lot of old bikes.)

Overall, one of the neatest things about this sled, and the primary reason I chose it for my first sled in

this series, is that it was home made. Sixty years ago, there was a different mind set in this country. Back then, a guy like Mr. Anderson saw a picture of something he wanted, decided he could build it, added a few personal innovations, and made it. Today, if we can't get it from the big giant cheepo store, we don't want it. Don't even think about trying to make something ourselves. We would much rather let the Chinese do that. And, that is sad.

Now, back to me and this column. I will never even try to claim that I have as much knowledge about snowmobiling as Bud Knapp. However, I do have one thing Bud didn't. As I kind of mentioned, I live about two blocks from the Top of the Lake Snowmobile Museum in Naubinway. Each of the sleds I am featuring will actually be on display there. Because of



A view from the top and back. Back pack trip anyone?

that, you can actually see And, perhaps find out a lot all of the sleds I will be more about them. Just by writing about in person. visiting the museum.



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you enter to win.

Lee Kunz of Novelty, Ohio, I am a retired truck driver that loves to snowmobile in Michigan. I have been a long time subscriber to Michigan Snowmobile

Magazine. I am a life member in MSA, Pennsylvania Snowmobile Assoc. and Ohio Snowmobile Assoc. I am very active in the Ohio State Association, where I was named Snowmobiler of the Year a couple years ago. I have been riding in Michigan since 1985. Whether in the Northern Lower or somewhere across the U.P., I love riding just about anywhere in Michigan.

I also won the snowmobile from the American Council of Snowmobile Assoc. I feel like a pretty lucky man.

Lee Kunz



Donna Braam from Hudsonville Michigan.

Thanks to Choko I stayed nice and warm this past winter which was record cold and snow here in Hudsonville, Michigan. Love this snowmobile suit I won. I don't ride

as much as I would like but enjoy the Munising and East Jordan area. Thanks again.

Donna Braam



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CEDARVILLE AND DETOUR VILLAGE

By Jim Duke

The Les Cheneaux Islands is one of the most popular areas for tourism in the state of Michigan and also one of the best kept secrets when it comes to the fabulous attractions found along the shores of Lake Huron. Located in the south-eastern corner of Mackinac County, Hessel and Cedarville are the only two villages officially in the Les Cheneaux Island area, however, a bit further east on state highway M-134 at the highest tip of the mainland Upper Peninsula is DeTour Village, a community unofficially recognized as a part of the Island area, and notably another favorite vacation destination for sportsmen of every season. Because of the close proximity, we recognize both the Cedarville and DeTour areas as this month's Yooper's in the Spotlight.

Cedarville:

Outdoor recreation is the name of the game in, and around, the Village of Cedarville, blessed with a multitude of channels along the shoreline where the fishing for such species as salmon, small-

mouth bass, whitefish, and yellow perch can be found in abundance, and excellent fishing opportunities for other species exist as well. Although fishing is a major interest for tourism to this area, it is not the only recreational activity



Cedarville Lodge

that brings the hordes of visitors to the Les Cheneaux area throughout the year. Many beaches can be found along the miles of open waters of Lake Huron, several of them within the protected channels that exist in the area. There are numerous



Les Cheneaux Island Area welcomes all.

campgrounds for those wishing to be at one with nature, and rustic resorts available for those who prefer the camping experience without bringing their own trailer or RV along. There's plenty of trails and public forests to explore for those wishing to remain on dry land, or launch sites and marinas are available as well if boating is on the agenda. Located right on state highway M-134 is the Cedar Pantry, probably one on the most popular one-stop shops in the entire area, with a full line of groceries, hot & cold beverages, fast foods

& pizza. Located near Trail #47, they welcome trailers in their large parking lot. They have gas & diesel fuel, and trail maps. Cedar Pantry is open from 6:00 AM until 10:00 PM daily.

A great place to stay is the Cedarville Lodge. It is under new ownership with a newly renovated lobby and updates to all of rooms, with new beds, and flat screen TVs. The Cedarville Lodge is located in Cedarville on M-129. The hotel is a 50 unit establishment offering Continental Breakfast, Heated Indoor Pool and Hot Tub, Free WIFI and



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more. Located among the many area attractions and adjacent to over 100 miles of snowmobile trails.

Speaking of snowmobiles, as the seasons change and winter winds blow snows into the area, the Les Cheneaux Snowmobile Club (which encompasses a number of communities within the area and members from most of them), begins their annual ritual of brushing the 103 miles of snowmobile trails under their care, as well as posting signs in accordance with the latest guidelines published in the program's Signing Handbook.

Communities covered within the Les Cheneaux Club's trail system include Cedarville, DeTour Village, Hessel, and Pickford, with access via county roads and private property to Goetzville and Raber. The major East-West trail in the Les Cheneaux system is the lion's share of Trail #47 which extends from the Mackinaw Trail west of the Red Creek Bridge (which crosses over I-75) to the east all the way to DeTour Village. Their North-South route is a section of Trail #49 which runs from the Trail #47 junction between Hessel & Cedarville all the way north to Sault Ste. Marie. Certainly not to be considered any less important is Trail #491 which junctions with Trail #49 at Pickford and travels runs in a southeasterly direction to a junction with Trail #47 approximately midway between Cedarville and DeTour Village. Not much more than spur trails but groomed and signed just the same are Trails #478, #479, #481 and #483 which provide access to the lake, which is, in itself, a fantastic playground when frozen to a safe depth.

Usually in November of



Sign on M-134 welcomes visitors to the DeTour Area.

each year, club volunteers ready their grooming equipment for the day snowcover reaches the minimum depth to roll, pack, and groom their trails for the hordes of snowmobile enthusiasts who will visit the area in the coming season. The Les Cheneaux Islands area as well as DeTour Village has always been a favorite snowmobiling destination and is growing in popularity with every season. One of the major reasons for this increase in visitations is the great way the club maintains their trails. The groomer operators have a never-ending passion for providing some of the safest trails in the state, and it shows in the resulting, highway smooth surface snowmobilers have come to expect when they visit that area.

DeTour Village

One might think that winter activities would be of a lesser priority than other seasonal events, considering the fact that the Village is surrounded on three sides by water, those being the St. Mary's River, Lake Huron, and the DeTour Passage which some folks know also as the Drummond Island Ferry Channel. It's true that the vast majority of visitors that find their way to the DeTour area usually will make the short ferry boat ride to the Drummond

Island, either for a day of exploring or just to see what's there. Perhaps this very interesting area will be featured at some future time, so we will wait until then to discuss the merits of the Island. Needless to say, however, that the primary business of the DeTour area is tourism! Tourism is the major economic driver for many locations within the state, but never more so that here, and that goes for both summer and winter seasons. In consideration for the non-snowmobiling periods of time, it's

only proper to highlight other season's activities as well, and the 88 slip DNR marina with full services is certainly a highlight. The marina is also in very close proximity to a local three ramp launch site complete with ample parking for vehicles & trailers for day use. There is also a launch ramp on the inland Caribou Lake.

With all this being said, it's little wonder that, although not the only summertime attraction, fishing ranks very high on the list of things to do. DeTour proudly promotes miles of beautiful beaches, some remote where one rarely sees other sunbathers, and the area is dotted with several picnic areas, all with waterfront views. Another little known attraction is the "Northernmost Botanical Garden" in the state. Okay, so much for summer activities, let's return to our favorite season, when the snows come and so do the riders, looking for the delights

that winter brings. Approximately sixty miles of the snowmobile trails system discussed above is within the DeTour area, and groomed with the same dedication and passion that all trails in the Les Cheneaux system area, and DeTour has a large parking & staging area conveniently located with easy access. One thing that is predominantly DeTour, is the ferry to Drummond Island, and access to countless kilometers of Canadian snowmobile trails for those who brave the ice-bridge to Canada.

There are many other attractions and things to do in the DeTour area that aren't listed here regardless of season. Make a point to visit the Les Cheneaux Islands this winter. You won't be disappointed!



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YAMAHA

Racer of the Month

Raelynn Terrian

By Stephen King

As this is the first issue of the year, I will again mention a bit about why I do this column and how I make a selection. Here in Michigan, we have some of the best snowmobile racers anywhere. So, I just love giving a lit-

tle credit where credit is due. I just love giving you readers the chance to get to know just a little bit more about some of your favorite racers. As for criteria, I try to pick someone that either has had a good career, is in the middle of having a good career, or is an up and coming racer that looks like they are about

to have a good career.

This month, I picked a young lady I have known for a few years now. First, she has been winning a few races. Next, she shows a lot of heart and talent and has the potential to win a lot more. Finally, she is one of the most likable and personable people I have ever met. One of the most popular racers on the circuit, a girl with a personality you just have to love. That woman is Raelynn Terrian.



Raelynn in action in Cedarville.

First, I have a really rough life. A few weeks ago, in the middle of summer, in the name of work, I dialed up Raelynn to set up an interview. We live relatively close and decided



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Raelynn during our photo shoot.

to do lunch. So, I just forced myself to go and have lunch with a beautiful girl and then, horror of horrors, go to the foot of the Mackinac Bridge and take pictures. Rough way to make a living, I tell you.

Anyway, over lunch, Raelynn and I visited. First, we tried to figure out how long we have known each other. At the moment, she is just turning 20. And, she has been racing for six years. So, that means I kind of met her at about 14, maybe. See, she also played volleyball around that time period. And, as I shoot high school sports for local papers, we are pretty sure I that somewhere in my pile of old photos, I probably have pictures of her playing volleyball, for the Mackinaw City Lady Comets.

However, knowing Raelynn, I am sure she did well as a Lady Comet. But, where she is really becoming a shining star (Catch that bit? Comet-Shining Star? I am so clever sometimes:) is in snowmobile racing. As a matter of fact, she saw the light, too. And, quite playing volleyball in favor of snowmobile

racing. Also, I didn't mention this yet, but another reason I am writing this is because she is an example of what snowmobile racing should be. Or, at least an aspect of snowmobile racing that should never die. Her race team is her and her dad. They have a sled, a 1974 Yamaha, and a pickup truck. Not even an enclosed trailer. Bare bones racing. And, she does well.

Last year, in the Great Lakes Antique Snowmobile Series, she captured a 1st Place for points in the Women's Modified class. Not a bad accomplishment. Plus, she also did well in the Women's class, taking 4th. Overall, in her six years of racing, she has picked up a collection of 13 trophies. This year, while we were visiting over lunch, she was talking about actually wanting to put together an "all girl" team to race in the GLASS enduro, against the guys. Girl's got ambition.

Speaking of that, while we were talking over lunch, she told me that her career ambition is not only to drive in the I-500, but to be the first

woman to win it. Then, on a very cute side note, Raelynn told me that she is actually entering the I-500 this year. Then, smiled and told me it was going to be as a contestant in the beauty contest. I about fell off my chair. Not that she couldn't win it. No, at just over five feet tall and about 100 pounds, she is one of the prettiest girls I have the honor of being friends with. Just... Raelynn in a dress? Gonna make sure I'm there for this once in a life time experience.

I mean, she is a farm girl. Lives with her dad and mom, Perry and Janet Terrian on their small farm in the backwoods of the tip of the mitt. A 40 acre spread her dad lovingly calls the Circle T Ranch. Also, Raelynn is very proud to state that her parents both have the same last name and are still actually married. She also thinks pigs are fun and lovable pets. Plus, she loves dogs, birds and just about any other critter. But, as much as she loves critters, she is also not above putting them on a plate. She also loves to hunt and fish. And, actually really does shoot things and catches fish. (Recently posted a photo of a walleye that made me want to ask her where she caught that. And, yes, I am really starting to get old when I see a picture of a beautiful young girl and a fish and am more interested in the fish.) Then, she mentioned a brother Matt, who is 22. And, from what she

says, sounds basically normal.

Also, just above, I mentioned she went to Mackinaw City for high school. But, she switched to Cheboygan for the last two years and graduated from there in 2012. Now, she is currently going to school at North Central Michigan College in Petoskey, taking up Special Needs. Wants to be a Special Ed teacher. (Aww... Shucks. Now, I really do want to adopt her.)

As for what she does for work, she currently works on the docks for one of the Mackinac Island ferry boat companies. Sometimes as a baggage handler, sometimes as kind of a dock manager. Calls herself "a dock master", with a smile. But, as I am writing this, she's a broken dock master. She's just had surgery done. And, wasn't doing much.

Wiped out on an ATV. Mudding. Broke her collar bone. Just before our lunch meeting. Showed me. All swelled up and nasty looking. But, from what I hear, she is all fixed up and will be back racing this winter. With some new parts that will set off metal detectors.

As for being "on her way up", when we did lunch, one of the first things she told me about, all smiley and happy, was that she just picked up Woody's as a sponsor. Personally, I was thinking Woody's are the ones who should be all smiley and happy. Because, they just picked up one of the shining stars of snowmobile racing. A girl that can soar to heights that only she can imagine. And, leave those of us lucky enough to know her and love her looking up at her in total awe.



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Yovich Racing Doubles Up On Drummond Island

By Stephen King

This past winter, the Vintage Snowmobile Racing series known as the Great Lakes Antique Snowmobile Series (GLASS) made a stop on beautiful Drummond Island. That was a one day Saturday race that saw a complete schedule of racing action. There was everything from the littlest riders on their 120's to the Class 1 lovingly refer as the Ben Gay and Racing Fuel Class, and even one of my favorite classes, the Two Up, couples race. (Or perhaps, the "Grounds For Divorce Class?") But, as always, the feature class was the 200 lap enduro.

There it was the teams of Yovich Racing, formerly



Nate Woodward takes the checkered flag and the win for Yovich Racing.

known as Team 407 North, that took both 1st and 2nd Place. Also, for the second week in a row, it was local racer Eric "Rico" Zellar on the winning sled.

However, once again, it was not all that easy of a win for the Yovich Racing team. Due to the pin draw, they started back in the pack. Starting the race on the #31 sled was "Rico" who drove the first half of

the race and who the task of working his way up through the pack fell to. The driver with the best draw and starting at the front of the pack was Kyle VanSloten on the #14 ATF Racing sled. A good driver

with a fast running sled, he managed to keep the lead for about the first 30 laps of the race. At that point, "Rico" had finally worked his way up and made the pass and took over the number one spot.

At the 50 lap mark, "Rico" had about a one lap lead over the next two sleds, which were both a lap back. Running in 2nd was the sled of Team Chippewa. And, just back from that was the other sled of Yovich Racing, driven by Nick Wickerham. And, running in 6th at that point, was the #421 sled of French Trucking, with Charles Carson driving.

A few laps later and Wickerham had moved the #51 Yovich Racing sled into 2nd place. By the grooming break, at the 100 lap mark, the Drummond Island 200 had basically become a two sled race, between the two sleds of Yovich Racing, which were both on the



ABOVE: Kevin Ellis and friend Morgan Fierek on the Ellis Racing Yamaha in the 2-Up Class. BELOW: Going down. This Island Racing driver finds out there is a fine line between gravity and momentum in a corner.



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Kyle VanSloten running hard in the corner on the #14 Polaris of ATF Motorsports.

lead lap and both a good two laps up on the third place sled, which at this time was the #05 sled of Holeshot Racing, driven by Charlie Gillette. Running in 4th was Kyle Van Sloten. And, in 5th was the French Trucking sled.

At the half way point, Eric Zeller got off the lead sled and Nate Woodward took over as driver. On the other Yovich Racing sled, Nate Woodward got off and Kale Kuchnicki took over. With a two lap lead, when the track went green again, with the sleds running in perfect form, it really had become a two sled race. However, it was a race and Nate did all he could to keep the lead. Which ended up being enough, because, when the checkered flag dropped, it was Yovich Racing taking both 1st and 2nd, with Nate Woodward on the lead #31 sled and Kale Kuchnicki following just a few seconds back on the #51 sled. Coming in 3rd, running six laps back was the #05 sled of Charlie Gillette and Hole Shot Racing. Then, next, 10 laps off the lead was the French Trucking sled, now with Matt McNamara driving. And, rounding out the top five was the #14 sled of Kyle VanSloten and ATF Racing.

About the win, Eric "Rico" Zellar stated, "This

was a brutal track. Really rough. And, I am really going to be sore tomorrow. We take turns starting, and when I got to the half way point, I couldn't wait to get off and let Nate take over. He then did a great job of keeping us in 1st place." "Rico" also talked about the sled stating, "The sled ran perfectly today. And, we even had a bit of luck yesterday. Yesterday, we took the sled and rode it on the Vintage Ride in Naubinway (Part of the Top of the Lake Snowmobile Show and Ride). We blew out a recoil. If we wouldn't have broke it there, we would have broke it here, and that probably would have cost us the lead. But, today, the sled ran perfectly, and it was great getting the win and having our other sled come in 2nd."

Also talking about the victory was team owner Dave Yovich who stated, "This is wonderful. Totally awesome having the sleds come in 1st and 2nd. I've got four of the best drivers around. And, when you put good drivers on good sleds, good things happen."

And now, a word from my sponsor. Or, more exactly, my home away from home when I am on Drummond Island. Once again, I have to thank the Drummond Island Resort for putting me up. Once

again, the room and the hospitality were way way above average. As for the room, for a few years now, they had given me the same room. Was kinda getting used to it. A very nice room. That very cool rustic chic style. Then, last year, they upgraded me a bit. To the top floor. Gave me this totally awesome room on the top floor. To the room, they added a top floor balcony loft, with a sky light. You could lay in bed and look up at the stars, before you drifted off to sleep. As for me, after having a wonderful dinner at the on-site restaurant, and having one or two of those caramel colored adult beverages, I slept like one very happy reporter. So, if you plan on heading to Drummond, this winter, and I highly advise you do so, tell them you want my room. It's OK, I don't mind sharing.



ABOVE:Eric "Rico" Zellar on the #31 Yovich Racing sled blows through the corner on his way to a win on Drummond. BELOW: Hole Shot Racing takes a quick pit stop to take on fuel and change drivers.



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MXR RACING ENDS SEASON IN MANISTIQUE

By Stephen King

If you take a place that loves winter, snowmobiling, and racing, and then toss in one of the best snowcross racing circuits around, what you get is one very cool weekend of racing action. Then, if you set this on the shore of Lake Michigan, with the Lake as a back drop, what you get is Manistique in March. A place that the circuit known as MXR Racing has decided to have as their last stop of the season for a few years now.

Then, as a good portion of the racers are from down state, and may or may not want to make the trip up to Yooperland, for just a bit more incentive, the MXR Racing powers that be decided to make this a

double points race. This made it a must do race for anyone even remotely in the hunt for a Points Championship. All of this, made for one most excellent race this past spring in Manistique.

Now, for myself, I had the misfortune of having to be in another town for another race on Saturday, and only made the Sunday event. (Rough life I have-Too many races, just one of me.) Anyway, I still got to see some excellent racing. There were many of the best racers around flying and crashing and flying and spinning out and flying and taking checkered flags. Totally cool.

As for who was there, I guess this time I will start at the top. Like, with Jacob Yurk, a racer I featured last year as

one of my "Racers of the Month." On Sunday, Jake was riding his #727 Polaris IQR like he was on a mission. Catching some awesome air while on his way to wins in the first two heats of the Pro Lite Class. But, this was not an easy win, he had Camryn and Korbyn Anderson on his tail, as well as Jordan Carlson, who was racing in front of his home town fans, with every one of them cheering him on as he rode his #753 Polaris. Then, in the Final, things got even tougher for Jake as Adam Weller,

out of Essexville got by him to take the win, also on a Polaris IQ. Then, in the Pro Lite Open, Weller took a first in one heat. However, it was Camryn Anderson taking a first in the Final followed by Korbyn.

As for the ladies, there were a few of them there. But, not enough to run a class of their own. So, they got tossed into a Combo Class. But, there were a couple of young ladies that did make their presence known. Both Hailee "The Munchkin" from Munising and Rachelle

Fountain, from the Soo, both showed some excellence on the sleds on Sunday. For Rachelle, she managed to pilot her Polaris to a win in one of the Heats and then come up with a second in the Final. As for Hailee, she was running just behind Rachelle all day, keeping her honest and giving hope to Arctic Cat fans.

Then, there were the 14 to 15 year old juniors. These guys are always one of the most exciting classes of the day. Lots and lots of testosterone.



Luke Knapp had just a bit of a problem parking his sled. Actually, he got knocked off the sled and the sled parked itself here. Luckily, neither driver nor bystanders were hurt. Unless you count the big owie on the trailer.

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Jake Yurk airs it out in Manistique.

Which makes for some exciting racing. Which also made for my "Crash of the Day" on Sunday. Luke Knapp, of Fenton, somehow got knocked off the track, on one of the steeper portions. In front of the pits. On his way off the track, he got separated from his #946 Arctic Cat. At this point, the sled decided it had had enough of this for one day and headed for the trailer. Literally. Decided it was to go night night in one of the trailers. Almost made it. Sled did OK. Trailer? Not so good. Big nibble out of

the bottom left corner. Major nibble. Never did find out how they got the thing home. But, luckily, nobody got hurt. Except the trailer. Now, one reason I am writing about this is to kind of highlight the fact that in a sport like this, accidents can happen. Sometimes some pretty odd accidents. And, you have to pay attention any time you are around the track.

As for the racing, it was again Carson Alread, from Gaylord on his Arctic Cat Sno Pro who was again taking total control of this

class. And, actually, his class is the 10-13 year olds, where I don't think he lost a Heat all year. One of the most exciting up and coming youngsters in snowcross anywhere. Not sure he did not even lose a Heat or race in the Nationals. Awesome kid. He pilots his #631 Arctic Cat.

Overall, I want to again note that this was one totally awesome Regional race. True, it is not a big time National. However, there is still some very exciting snowcross racing action with some totally awesome racers. Like



Brandon Falker sends the snow flying in the Sport Class.

Alread, if he keeps going, he could, in a few years, be the next Blair Morgan or Tucker Hibbert. And, you could

tell everyone that you saw him race when he was just a kid.

As for Manistique, as I mentioned, good snow, loves winter, loves snowmobiles. Plus, right on Lake Michigan. Most excellent place. Check it out this winter. And, check out the MXR Racing schedule and make plans to take in at least one of their races this winter.



The Soo's Rachelle Fountain takes it hard through the corner.



The start of the 14-15 year old class. That would be Carson Alread on the inside, on his way to another win.



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